



The Cannery

Willamette Greenway Development Permit, Subdivision, Site Plan Review, Adjustments, and Driveway Approach Permit Case No. WGP-SUB-SPR-ADJ-DAP24-01

(1100 to 1400 Blocks of Front Street NE)

Hearings Officer– September 25, 2024

Bryce Bishop, Planner III

Background

- Consolidated application for:

Redevelopment of former Truitt Brothers Canner site.

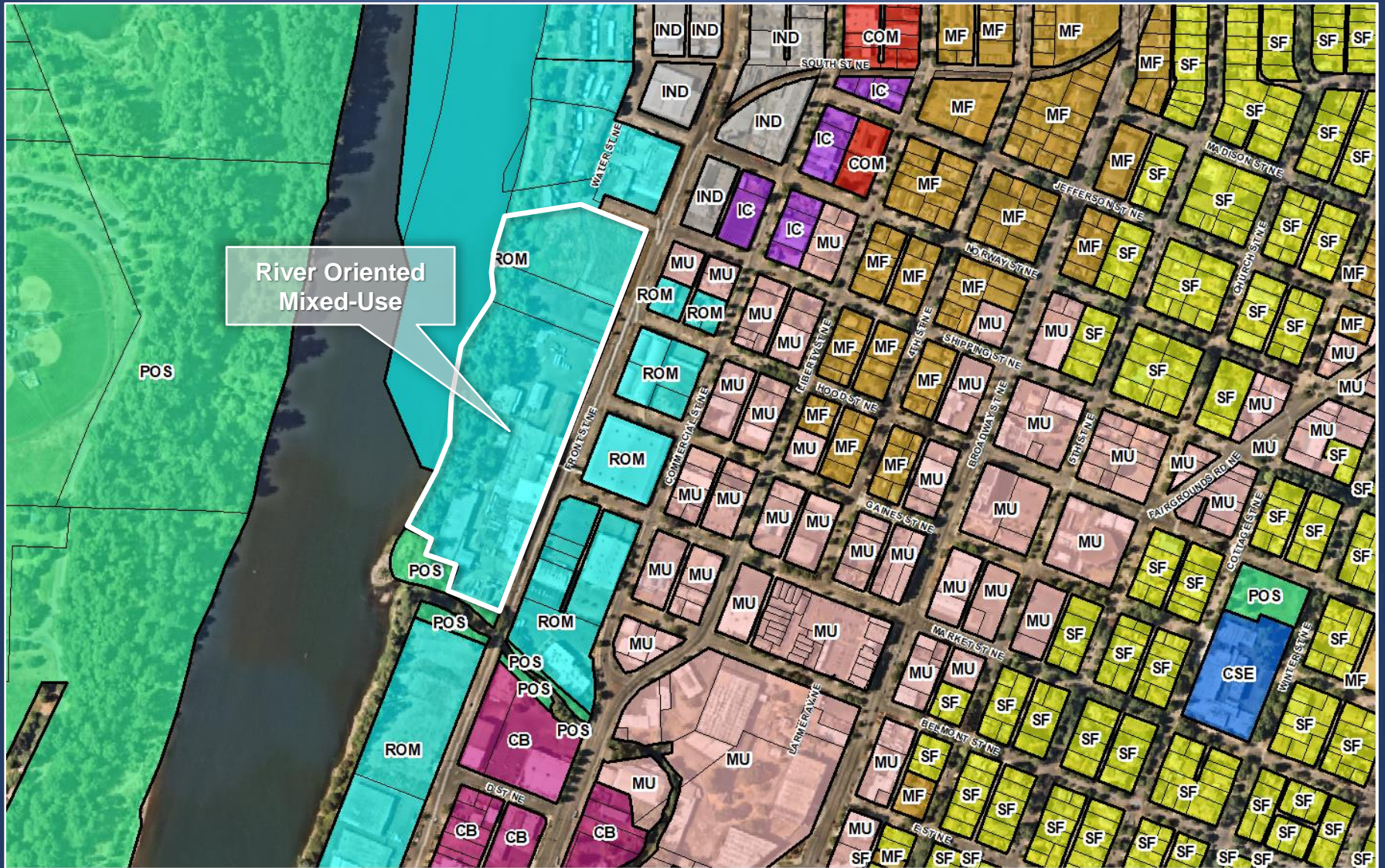
- ❖ *Class Willamette Greenway Development Permit*
- ❖ *Subdivision Tentative Plan*
- ❖ *Class 3 Site Plan Review*
- ❖ *Class 1 & 2 Adjustments*
- ❖ *Class 2 Driveway Approach Permit*

Application Processing	
Application Submitted	March 15 th
Application Deemed Complete	September 3 rd
Mailed Notice	September 5 th
Posted Notice	September 12 th
State Mandated Decision Date	January 1 st

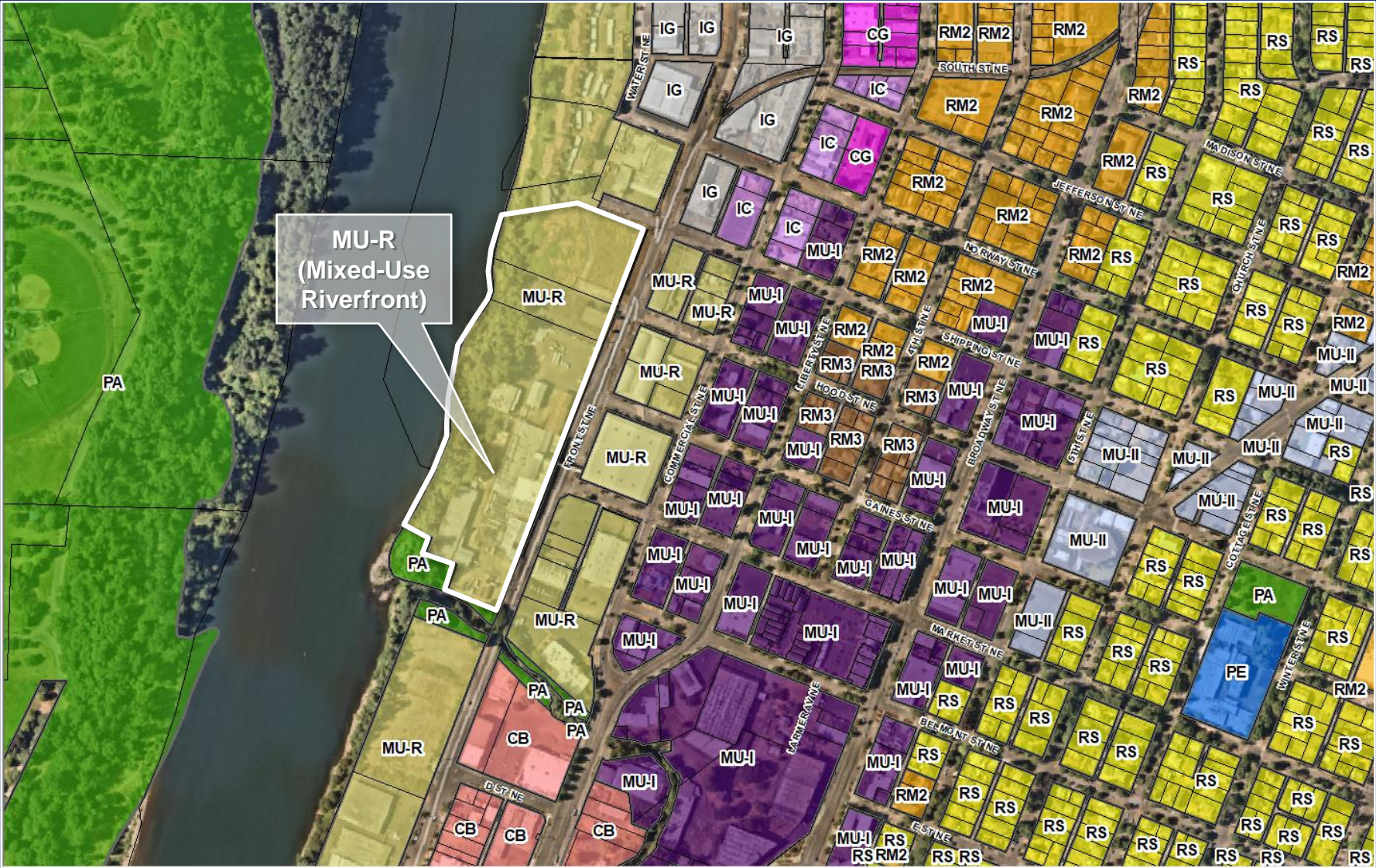
Property Location *(1100 to 1400 Blocks of Front Street NE)*



Comprehensive Plan Map



Zoning Map



Willamette Greenway Overlay Zone



Site Conditions

- **Property Size:**
Total 13.66 acres.
- Existing railroad line in Front Street
- Trees present on property.
- Areas of two mapped landslide hazard points.
- Willamette River to West & Mill Creek to South.



Site Photos

Looking Northwest



Site Photos

Looking Northeast



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



Site Photos



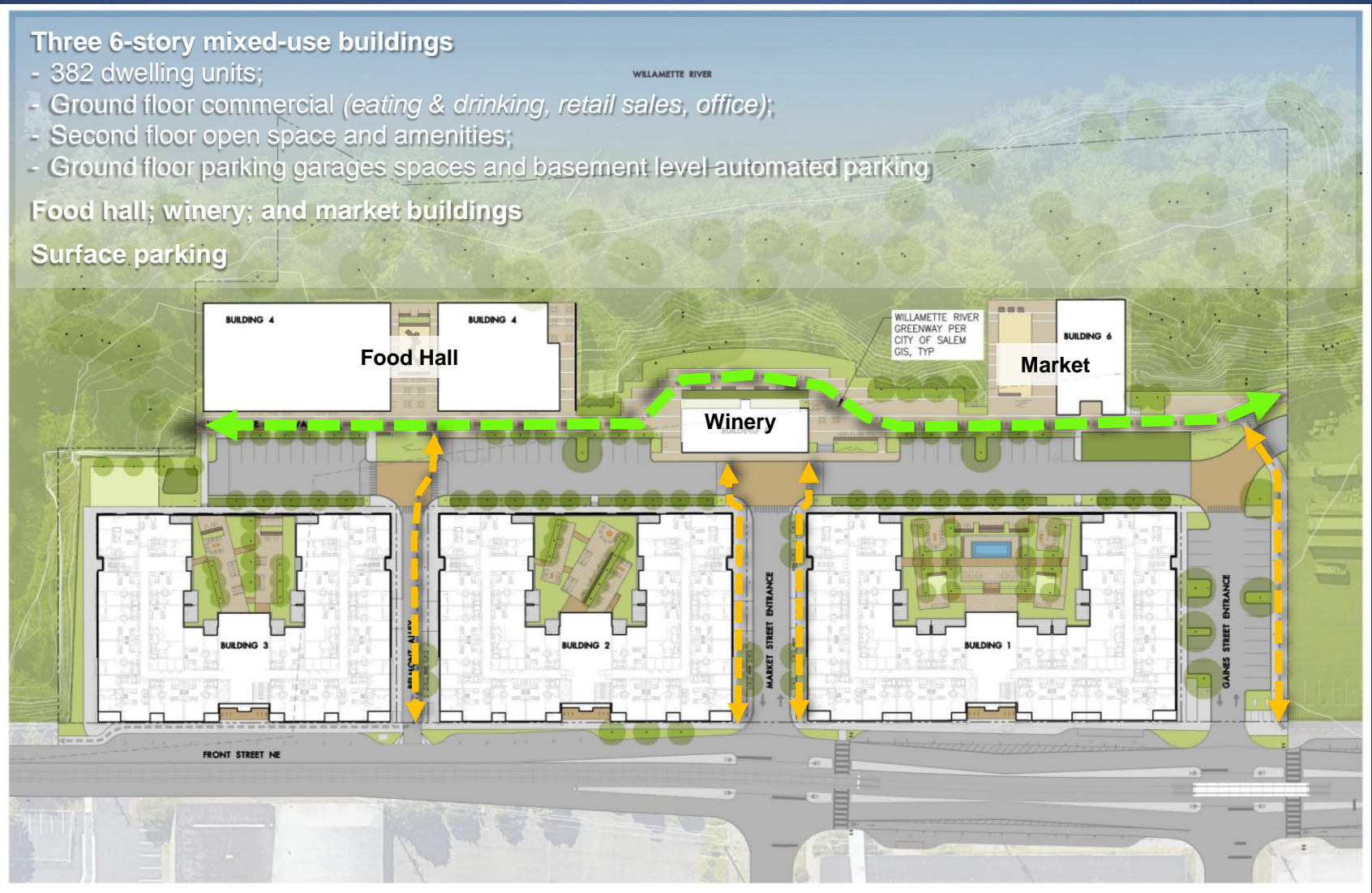
Proposed Development

Three 6-story mixed-use buildings

- 382 dwelling units;
- Ground floor commercial (*eating & drinking, retail sales, office*);
- Second floor open space and amenities;
- Ground floor parking garages spaces and basement level automated parking

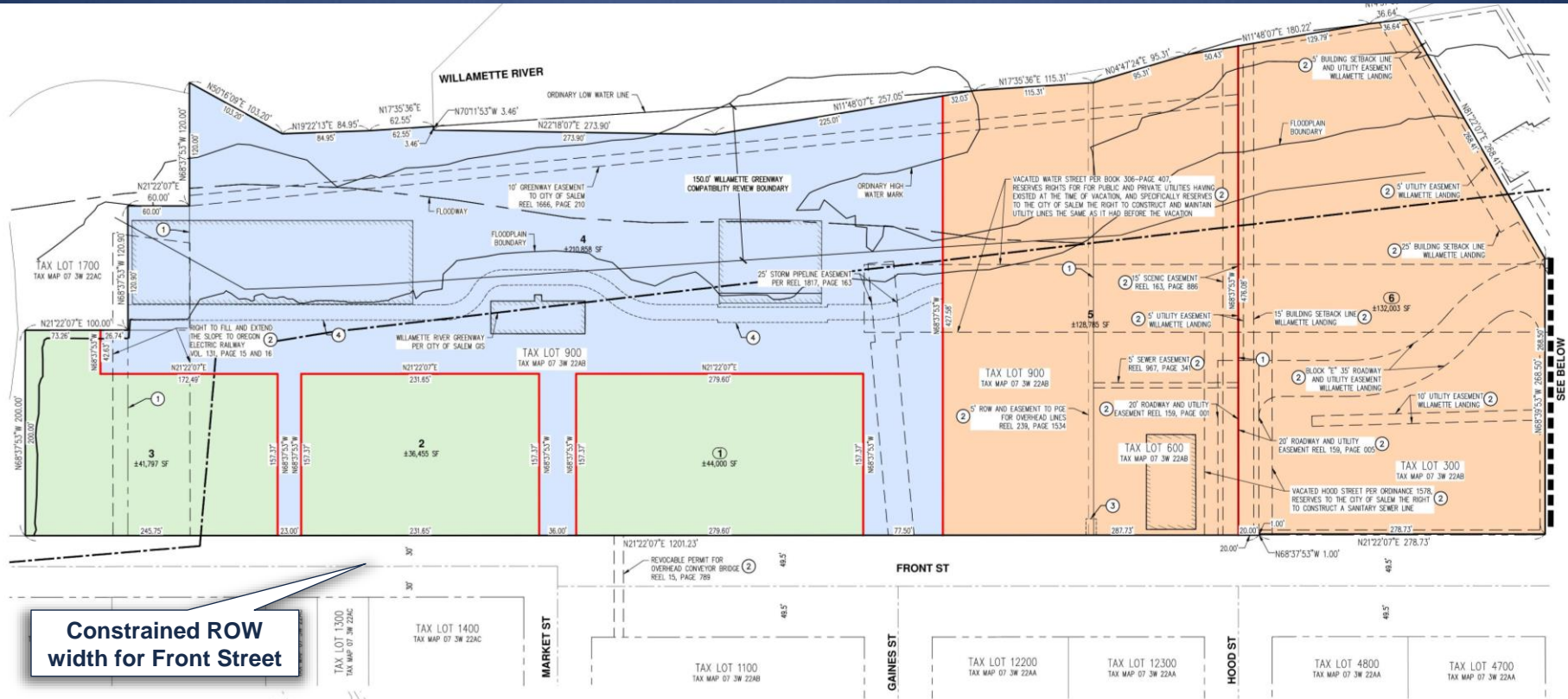
Food hall; winery; and market buildings

Surface parking



Tentative Subdivision Plan

- Six proposed lots.
- Lots 1-4 proposed for further development with this proposal.
- Lots 5 & 6 developed separately.
- **Alternative Street Standard** requested for improvement of Front Street due to rail line & limited right-of-way width.

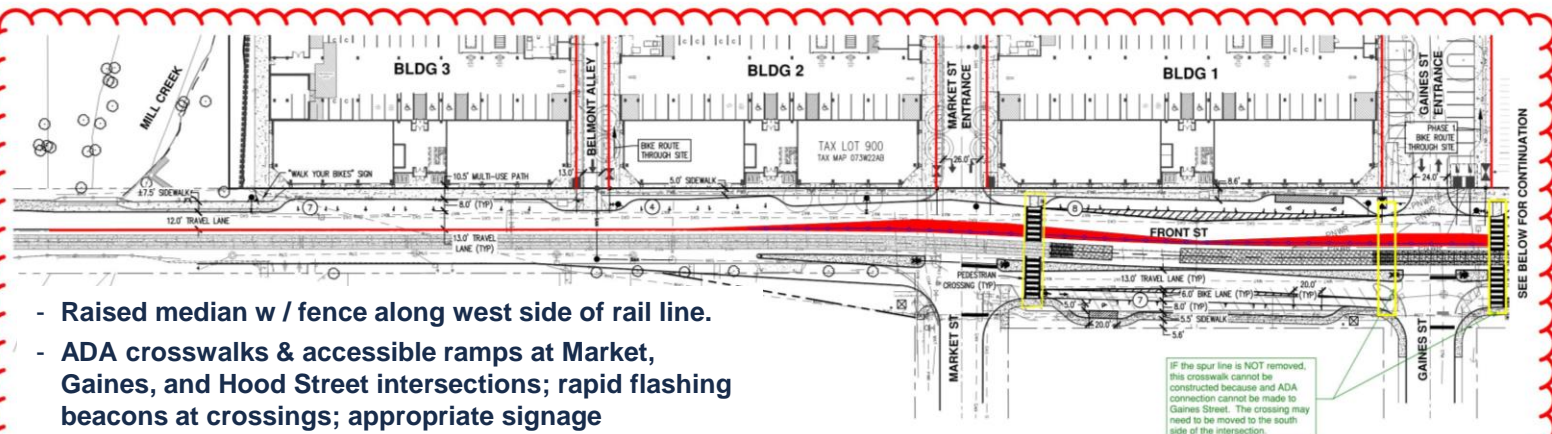


Tentative Subdivision Plan

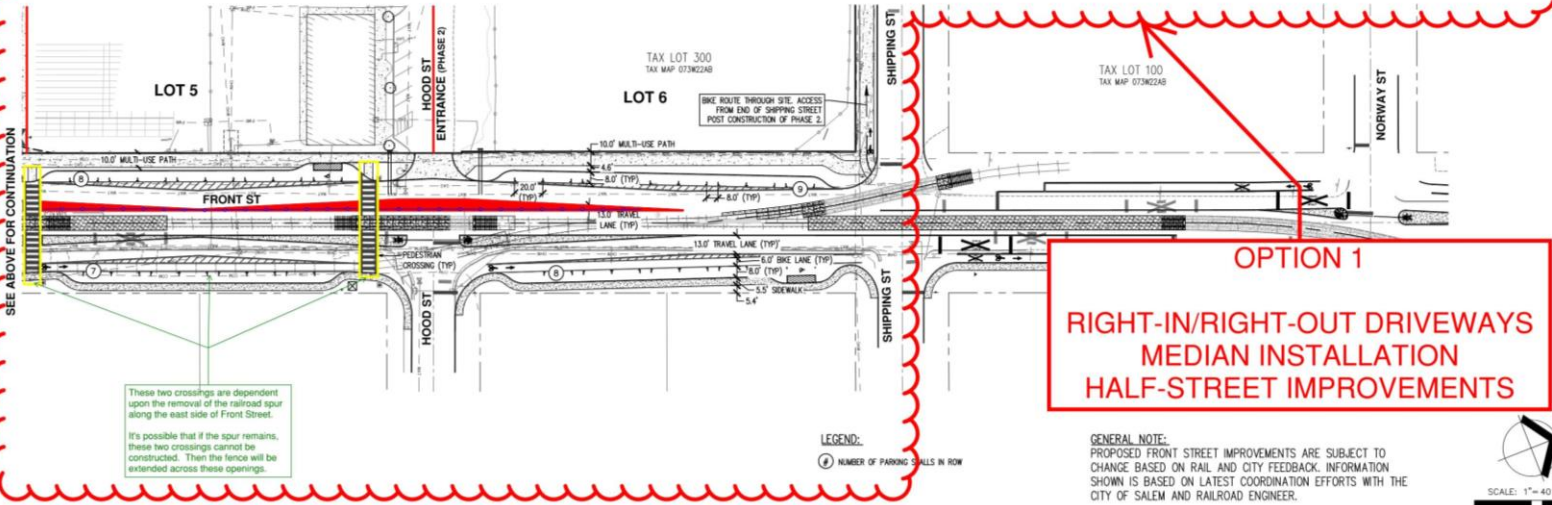
- **Subdivision reviewed for conformance with SRC 205 and MU-R Zone:**
 - No min. lot size & dimension standards in MU-R zone other than **min. 16 ft. street frontage** requirement.
 - Proposed lots conform to applicable standards.
- Findings addressing conformance with applicable standards & criteria included on pages **18-41** of staff report.
- **Fifteen conditions of approval recommended (*Conditions 5-19*):**
 - *Addressing public infrastructure construction and provision of required easements for proposed lots.*
 - *Two alternative options for the improvement of Front Street NE.*

Front Street NE Options (Option 1)

Limited Right-In/Right-Out Movement Only Option:
 - Half-street improvement along frontage of property.



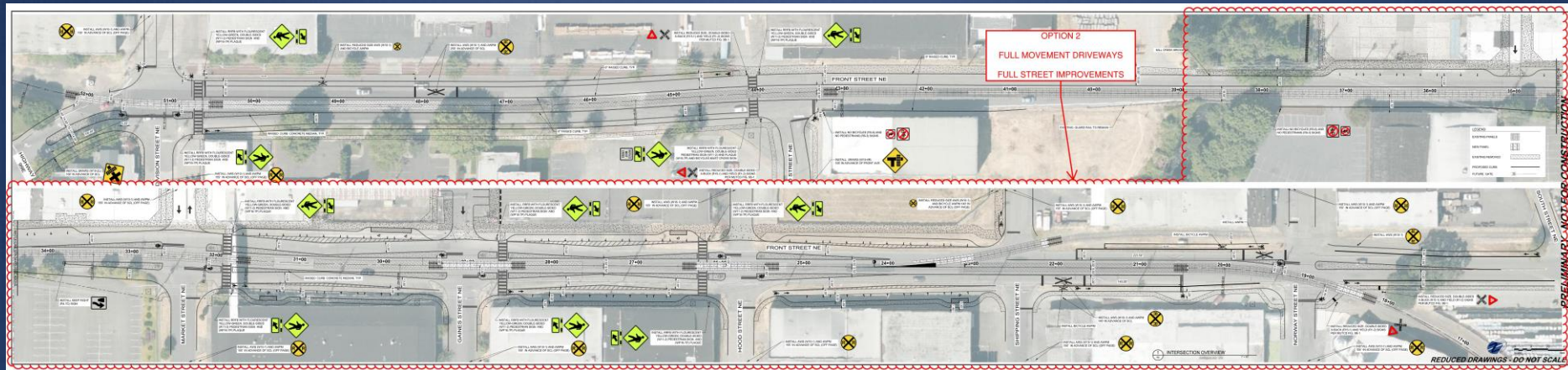
- Raised median w / fence along west side of rail line.
- ADA crosswalks & accessible ramps at Market, Gaines, and Hood Street intersections; rapid flashing beacons at crossings; appropriate signage



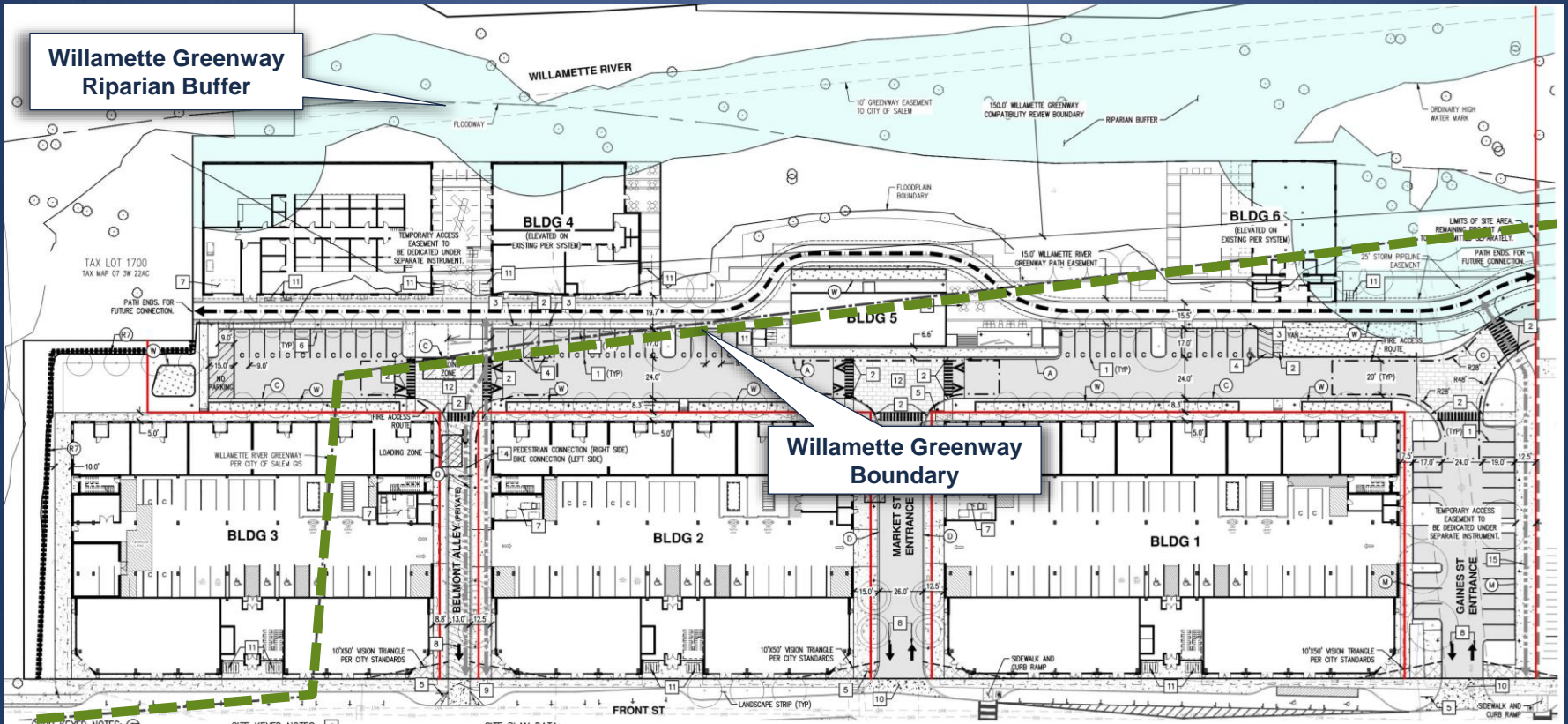
Front Street NE Options (Option 2)

Full Movement Option:

- Full street improvement on both sides of Front Street from Mill Creek Bridge to South Street.
- Raised median w / fence on both sides of rail line.
- Railroad crossing arms at the public intersections of Market, Gaines, Hood, and Norway Streets.
- ADA crosswalks & accessible ramps at the Market Street, Gaines Street, and Hood Street intersections.
- Rapid flashing beacons at crossings; appropriate signage.



Class 2 Greenway Development Permit



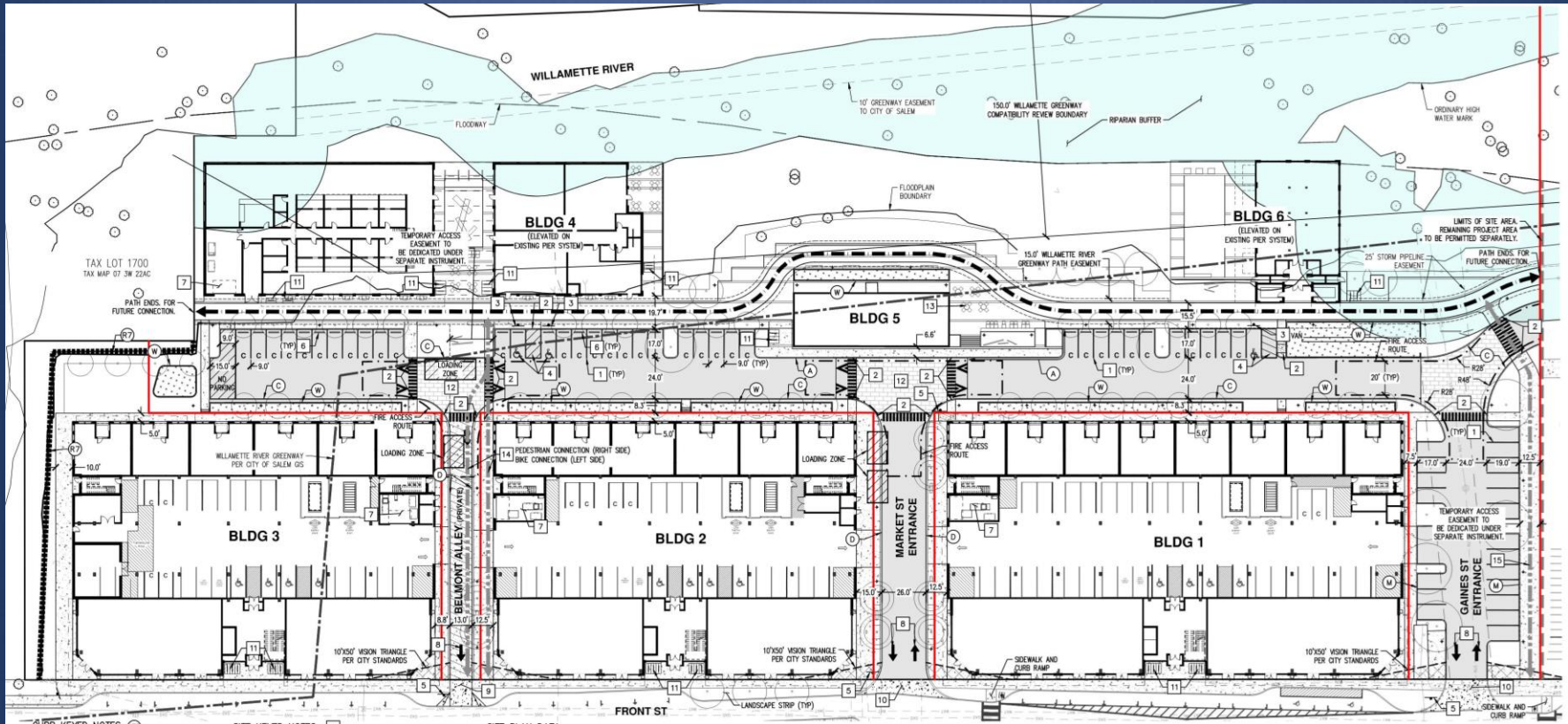
Class 2 Greenway Development Permit

- **Application review for conformance with requirements of SRC Chapter 600:**
 - Allowed uses; general standards; landscaping; water quality; mitigation measures; building appearance; lighting; & public access.
- Findings addressing conformance with standards & criteria included on pages **10-18** of staff report.
- **Four conditions of approval recommended (*Conditions 1-4*) including:**
 - ***Condition 1:*** Buildings 3 & 5 shall be of green and/or brown color palettes
 - ***Condition 2:*** Construct the Riverfront Path as a 10-foot-wide multi-use path in 15-foot-wide easement.

Site Plan Review

- **Application reviewed for conformance with SRC:**
 - *MU-R zone standards (SRC 536)*
 - *Off-street parking, loading, and driveway requirements (SRC 806)*
 - *Landscaping standards (SRC 807)*
 - *All other applicable code standards.*
- **Thirteen conditions of approval recommended (*Conditions 20-32*) to ensure conformance with standards.**
- **Class 1 & 2 Adjustments requested to specific standards**
- **Proposed development conforms to SPR approval criteria as conditioned.**
- Findings addressing conformance with applicable criteria included on **pages 41-75** of staff report.

Site Plan



- **Off-Street Parking:**

- No minimum / Max. 930 spaces allowed
- Total parking provided: 422 spaces

- **Bike Parking:**

- Min. 421 spaces required
- Total bike parking provided: 439 spaces provided

- **Loading:**

- Min. 5 spaces required
- Total loading provided: 5 spaces

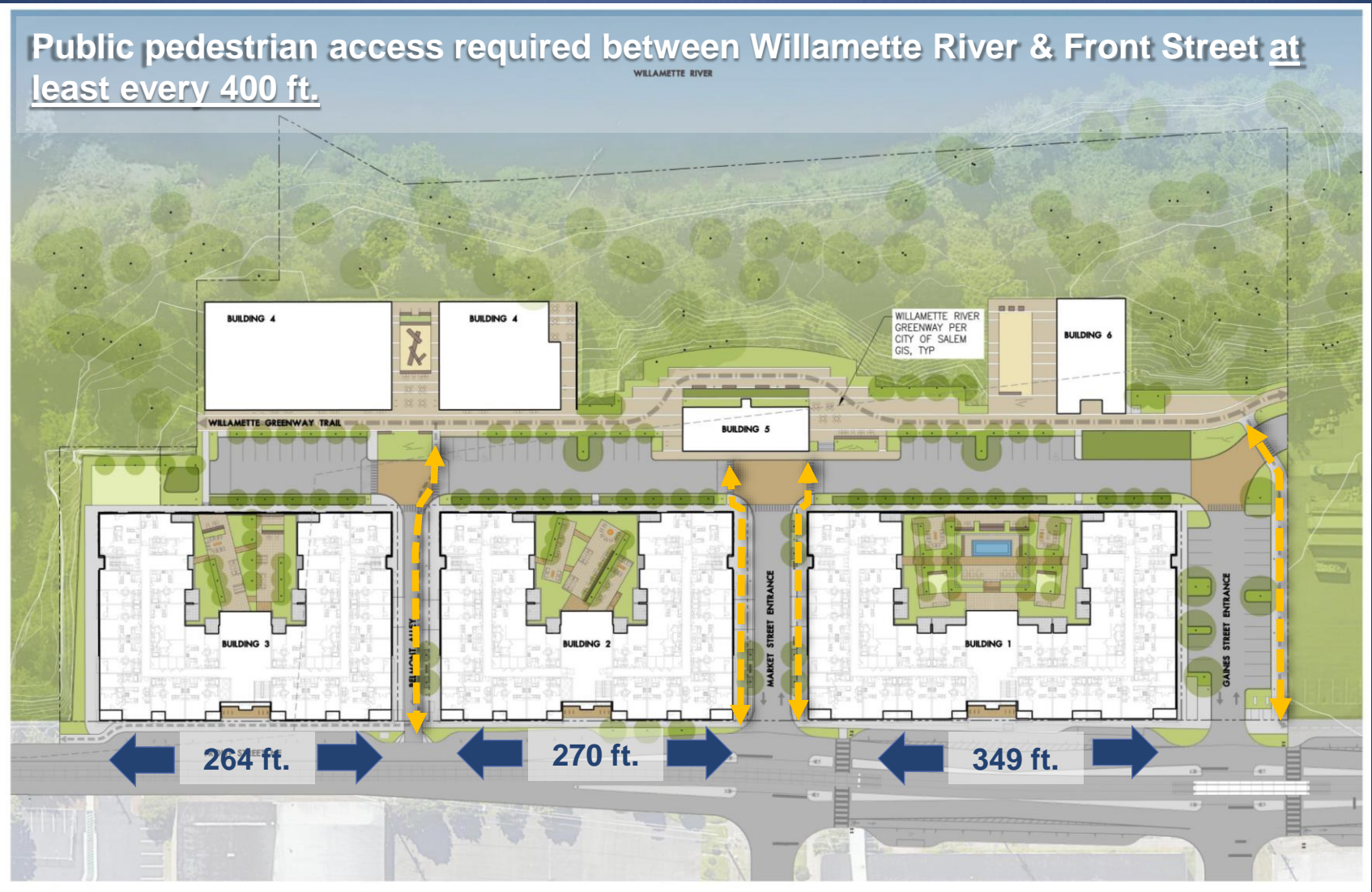
Ground Floor Height



Ground floor building height: 12 ft. (exceeds min. req. 12 ft.)

Public Pedestrian Access

Public pedestrian access required between Willamette River & Front Street at least every 400 ft.



Building Façade Articulation

- **Architectural Detailing Techniques to Define Base, Middle, & Top of Building:**
 - Changes in material types & color, horizontal transition pieces;
 - Recessed balconies, vertical windows, changes in materials and color;



Ground Floor Windows



Building Entrances

- Primary building entrances provided for residential and non-residential uses facing the Front Street and the river



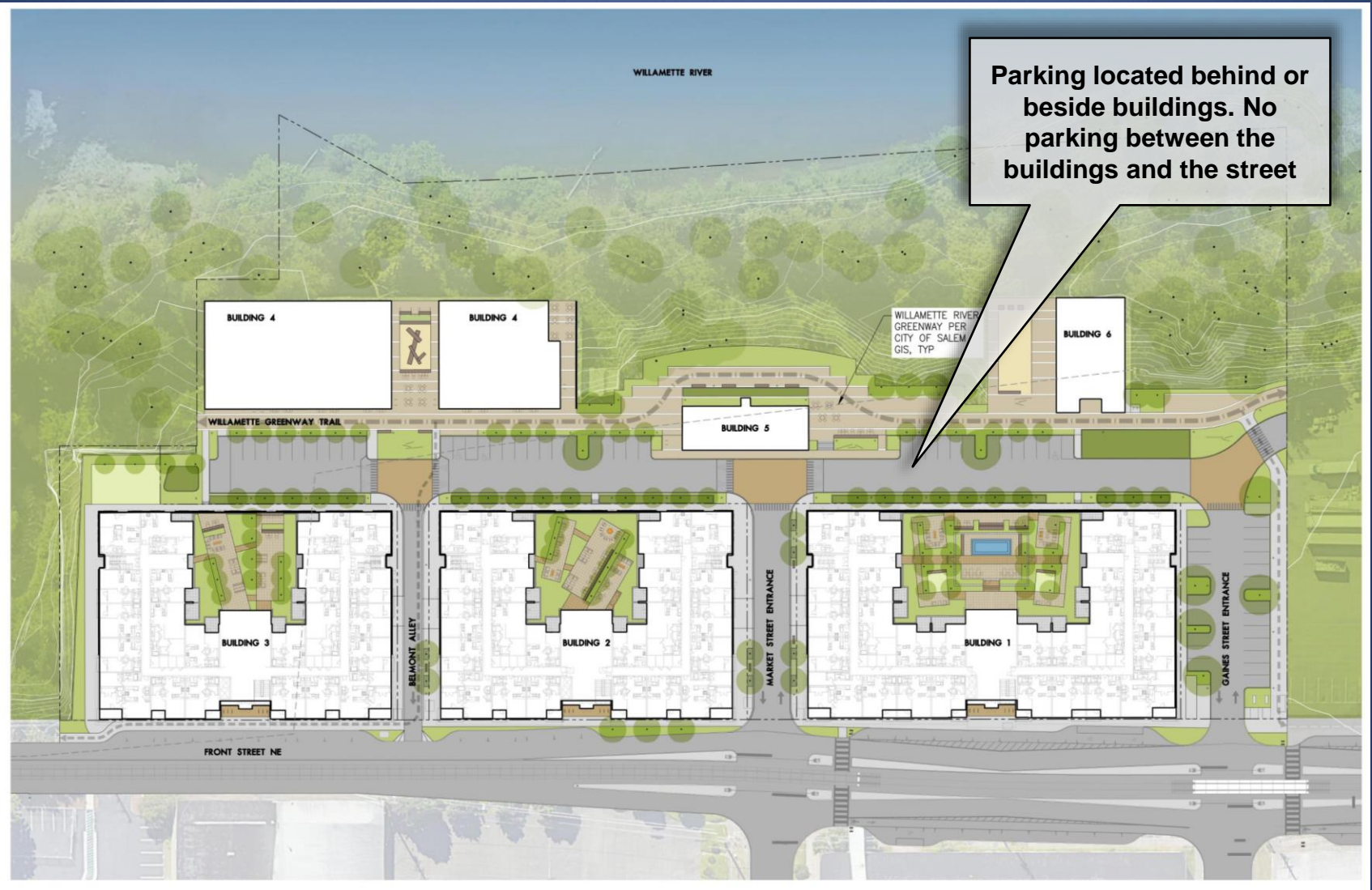
Weather Protection



Weather protection requirements exceeded facing river



Parking Location



Class 1 & 2 Adjustments

Adjustment Proposed	Class 1 or Class 2
❖ Increase maximum allowed building height of proposed Buildings 1, 2, and 3.	1
❖ Reduce ground floor window percentages facing riverfront for Buildings 1, 2, & 3.	1
❖ Reduce driveway spacing between proposed driveways.	1 & 2
❖ Eliminate required 5-foot landscape setback for parking and vehicle use areas abutting interior property lines.	2
❖ Eliminate required 5-foot landscape setback for parking garages abutting interior property lines.	2
❖ Reduce minimum required percentage of off-street parking spaces designated for carpool or vanpool parking from 5 percent to 0.	2
❖ Allow two of the proposed off-street loading spaces within the development to be located within a driveway.	2
❖ Two adjustments from the solid waste service area standards of SRC 800.055.	2
❖ Allow Alternative Vision Clearance standards for the Market Street Entrance and Belmont Alley driveway approaches.	2

Public Comment

- **Property Located within Grant & CAN-DO Neighborhood Associations:**
 - ❖ Both neighborhoods contacted as required under SRC prior to application submittal.
 - ❖ Comments received from Grant Neighborhood Association.
- **Highland Neighborhood Association Comments:**
 - ❖ Express support for the proposal and the revitalization benefits it will bring to the neighborhood and the area.
- **Public Agency Comments:**
 - ❖ Comments received Salem-Keizer School District.
 - ❖ Portland & Western Railroad.
 - ❖ Portland General Electric.
- **Public Comments:**
 - ❖ Public comments received regarding:
 - *General support for the proposal.*
 - *Concern about need for providing adequate off-street parking.*

Conclusion

- **Staff recommends:**

- The Hearings Officer adopt the facts and findings of the staff report; and
- Approve the application subject to the conditions of approval identified in the September 25th staff report and as further revised in the supplemental memo.